

RICHMOND--ST. LOUIS

NOTES OF A WESTERN TRIP BY A WELL-KNOWN CITY INVENTOR.

Road-Fig that Reverted Virginia Tradition--Far-Head Customs, Too--Farm-Houses and Water Courses.

(Written for the Dispatch.)

The trip from Richmond to St. Louis is not a very great undertaking, as you can leave here any day on the Chesapeake and Ohio 11 o'clock A. M. train and arrive at St. Louis the next day at 6 P. M. The Chesapeake and Ohio, however, only puts you down in Cincinnati the next morning, and when you purchase your ticket in Richmond the road which takes you the balance of the way must be stipulated on it. Some prefer the Big Four route by way of Indianapolis, but the most direct is the Ohio and Mississippi, which the President travelled over a few days ago.

STATIONS.

Leaving Cincinnati, the stations along the route are towns of considerable size, and are often the seats of some considerable manufacturing industry. The first to be mentioned is Mitchell, Ind., which is noted as being the place where the annual reunion of the descendants of a Virginia family are held in the month of August. We passed through the grove in which these gatherings take place, and it is said that it is not uncommon for as many as three thousand people to be present. The next station is Spencer, Ind., where every trade and profession. Peter J. Burton has attended these meetings, and the description he gives of them is both graphic and entertaining. The next station to be noticed is Vincennes, also in Indiana, and of recent years has become a busy traveler on account of its being the dining place. Here twenty minutes are allowed for dinner, and it was so, for here I struck some restful that went home to my heart and revived all the traditions of Virginia cookery of the olden time.

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THE SMOKE.

The smoking-car on West is a very different affair from what we have on our Virginia roads; and this difference is mainly owing to the absence of negroes in it. It is of course more free and easy than the regular smoking-car, and is more comfortable in every respect as good. Although as a rule given up to men, it happened that in consequence of taking out at various points several parties of excursionists on the way to Arkansas to look at railroad lands, the regular coaches were crowded to the point of being unable to take any more passengers. One of these, who seemed to be about thirty years old, was good looking and well dressed, but not long in this car before he whipped out a pipe with a long, dirty stem, and having filled it from a bag he carried in his pocket, he struck a match, lighted it, and began to puff away for all the world like a man! Moreover, after a considerable interval he repeated this performance. I ventured to speak to him of this rather extraordinary occurrence. He told that this lady was not an Illinoisian at all, but was probably a member of some North Carolina family, a large number of whom had settled in the southern and western parts of the State, through which we were then passing.

LANDS AND CROPS.

With the exception of the poor strip above referred to the lands along this entire road are rich, and the crops of wheat, corn, and hay superb. It must be remembered, too, that these lands are now as they were when redeemed from the prairie, that is, not a pound of fertilizer. The base of Virginia farmers has ever been applied to them. At many points could be seen from the car windows huge piles of luscious-looking apples ready to be picked in fields, many of which were within a few miles of Richmond to be retailed at 50 cents a peck.

CATTLE.

Strange as it may appear, cattle is abundant in the prairie lands of Illinois, and we passed several shacks immediately on the railroad. From all accounts the best cowboys there are similar to ours in Chesterfield county and are indicated by the same "out-croppings." The farmers of Southern Indiana and Illinois certainly do not live in fine houses, judging by the cars, but the reason for this is, one is that the farmer, if able, is too mean to build a fine house; and the other is, however anxious he may be to have a fine one, it takes every cent he can raise to pay the taxes on his farm from being foreclosed.

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Every train entering St. Louis from the east has to cross the great Eads' bridge, and every passenger and every pound of freight that goes over it has to pay tribute to the Jay Gould bridge trust. The control of it. Its completion was regarded as a triumph of engineering skill, and when it is known that two trains of cars can safely cross over it in opposite directions some idea of its great strength may be formed. It has bridges, above the railroad tracks, for the use of automobiles and pedestrians and tracks for an electric railway. All the cars of this railway are warmed by electric heaters, which are the invention of a Richmond crank. Passing over the bridge the cars enter a tunnel running under the heart of the city of St. Louis, and emerge at the Union depot.

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JAMES G. BENNETT.

ANECOTES THAT ILLUSTRATE SOME OF JIM'S PECULIARITIES.

His Tribute to the Old Staff--Achievements Under His Management--His Moods and Methods.

(Correspondence of the Richmond Dispatch.)

New York, October 18, 1890. "I do not think the time is far distant," said James Gordon Bennett not long ago to a friend in Paris, "when I shall endeavor to call around me again those who survive of the old staff of the New York Herald. Comparing the work done by them during the lifetime and since the death of my father with that which has followed, they are certainly to be credited with more ingenuity and originality than has been shown by any of the younger generations."

As a body they were compact and devoid of jealousy, for they had been in view but one end--the supremacy of the Herald, and to attain this no personal sacrifice was too great. They were, in fact, a group of men who went to the front and were wounded in the discharge of their duty to the paper; take the man who, many years ago, went into the Modoc lava-beds where General Canby lost his life by the treachery of the Indians, and who by desperate riding reached the coast and sent the news to the Herald before it was printed in the San Francisco papers. Take Stanley, who went in search of Livingston and paved the way to present African progress; Macgahan, our Asiatic and Turkish correspondent, who bravely died in harness; O'Kelly, now a member of Parliament, who was sent to Cuba to watch a revolution then in progress, and was sentenced to be shot; and the list could be made as long as the list of the men who went to the front and were wounded in the discharge of their duty to the paper; take the man who, many years ago, went into the Modoc lava-beds where General Canby lost his life by the treachery of the Indians, and who by desperate riding reached the coast and sent the news to the Herald before it was printed in the San Francisco papers. 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